

MAP-21 Notices of Proposed Rulemaking

Performance Measurement II
Pavements and Bridges

Asset Management Plan

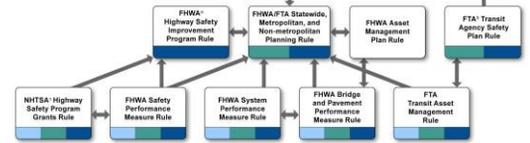


MPO/RPA Quarterly Meeting

March 17, 2015

MAP-21 rulemakings

Figure 3: Relationships among DOT's Planned Rules Establishing a National Performance-Based Approach



Proposed rule establishes:

- Performance measures
- Target setting requirements
- Reporting requirements

Performance measures inform target setting and reporting requirements in other rules

Source: GAO, I OAD-15-217

*FHWA = Federal Highway Administration

*FTA = Federal Transit Administration

*NHTSA = National Highway Traffic Safety Administration

<http://www.gao.gov/files/report/G1506799.pdf>



Performance Management II NPRM

Pavements and Bridges

Overview

- Establishes pavement and bridge performance measures for which States and MPOs will be required to adopt targets
- Establishes minimum condition levels for States for Interstate pavements and NHS bridges



Performance Measures

- Six statewide measures proposed for National Highway Performance Program (NHPP)
 - Four performance measures proposed for pavement condition
 - Percentage of pavements on the Interstate System in Good condition
 - Percentage of pavements on the Interstate System in Poor condition
 - Percentage of pavements on the NHS (excluding Interstate System) in Good condition
 - Percentage of pavements on the NHS (excluding Interstate System) in Poor condition
 - Two performance measures proposed for bridge condition
 - Percentage of NHS bridges classified as in Good condition
 - Percentage of NHS bridges classified as in Poor condition



Performance Measures

- State DOTs would establish 2 and 4-year performance targets for a 4-year period
- MPOs would be required to establish 4-year targets within 180 days of States
 - Can agree to plan and program projects supporting statewide targets, or can define targets unique to the metropolitan area
 - MPOs are not directly subject to the requirement to evaluate progress towards achieving NHPP targets
 - MPOs would report baseline condition/performance and progress towards targets in the system performance report of the long range plan



Performance Measures

- States would submit three reports for each 4-year cycle
 - ▣ Baseline Performance Period Report
 - ▣ Mid Performance Period Progress Report
 - ▣ Full Performance Period Progress Report
- Reporting would be through a new online system, and not any established document. However, the relationships between the targets and plans, including the asset management plan and long range plan, would need to be discussed.



Performance Measures

- Determining significant progress
 - ▣ Significant progress is defined as meeting or exceeding the State's target, or the actual condition/performance improving by 0.1% or more over the State's baseline.
 - ▣ If a State DOT fails to achieve significant progress for two consecutive biennial performance reporting periods (4 years), then the State DOT is required to document in their next biennial performance report the actions they will undertake to achieve their targets.
 - ▣ States can make a case for extenuating circumstances (related to disasters, funding, or laws/regulations) that prevented them from making significant progress. FHWA will review and accept or not.



Minimum Pavement Level

- Established for condition of pavements on Interstate System
 - ▣ No more than 5% of the Interstate System's pavements can be in Poor condition
 - ▣ Determination based on most recent two years
 - ▣ Penalty for non-compliance is obligating a minimum amount of funding to improve Interstate pavement condition
 - An amount from the NHPP equal to the FY 2009 Interstate Maintenance apportionment plus 2% compounded annually for each year past FY 2013
 - An amount from STP (outside of that suballocated based on population) equal to 10% of the 2009 IM apportionment



Minimum Bridge Condition

- Established for condition of bridges on National Highway System
 - ▣ No more than 10% of deck area may be classified as Structurally Deficient
 - ▣ Determination based on past 3-year period
 - ▣ Penalty for non-compliance is obligating a minimum amount of NHPP funding to improve NHS bridge condition



Initial Iowa DOT comments

- Initial comments submitted to AASHTO on 1/30/15
- Formal comments will be submitted to docket
- Comment Areas
 - ▣ Suggested waiver process for MPOs in states that do not provide NHPP funding to MPOs
 - ▣ Concerns with timeframes, as four-year reporting cycles do not align with L RTPs in attainment areas
 - ▣ Inherent issues of trying to plan for improved performance without increased funding



MPO and RPA Implications

- To be determined
- Anticipate Iowa DOT playing a large role in providing data and assisting with target development
- May implement similar process for RPAs as MPOs
- Non-primary NHS issue
 - ▣ 76 miles of NHS in Iowa are under local ownership
 - ▣ Six MPOs and four RPAs have non-primary NHS routes in their planning areas



Summary

- Proposed rule:
 - <https://www.federalregister.gov/articles/2015/01/05/2014-30085/national-performance-management-measures-assessing-pavement-condition-for-the-national-highway>
- Comments are due by May 8, 2015
- Target date for third performance management draft rule (congestion & freight) is 6/23/15
- Iowa DOT will continue to work with RPAs and MPOs as guidance is provided on this rule and the final performance measure rules are issued



Asset Management Plan NPRM

Overview

- Applies to State DOTs
- MPOs would be required to integrate the State's Transportation Asset Management Plan (TAMP) into their planning process
 - CFR 450.306 (d)(4) from the Planning NPRM states that the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes (including the TAMP) would need to be integrated into the metropolitan transportation planning process either directly or by reference



TAMP

- Several processes are required in the preparation of the TAMP
 - Performance gap analysis
 - Life-cycle cost analysis
 - Risk management plan
 - Financial plan
 - Investment strategies



TAMP

- In addition to processes, there are several other components of the TAMP
 - Asset management objectives
 - Asset management measures and targets
 - Summary listing of Interstate/NHS bridges and pavements, including condition, regardless of ownership
 - Evaluation and consideration of alternatives for roads and bridges on federal-aid system that have required repair and reconstruction activities on two or more occasions due to emergency events



TAMP

- TAMP should discuss investment strategies that lead to a program of projects that would meet several goals
 - Achieve and sustain a state of good repair
 - Improve or preserve condition
 - Make progress towards achievement of State targets
 - Support progress towards achievement of national goals



TAMP

- Penalties for non-compliance
 - Initial penalty involves reduction of the maximum Federal share for NHPP projects to 65%
 - If within 18 months of final rule for pavement/bridge performance measures, State has not developed and implemented a TAMP consistent with requirements, the FHWA will not approve any further projects utilizing NHPP funds



Initial Iowa DOT comments

- Initial comments submitted to AASHTO on 3/13/15
- Formal comments will be submitted to docket
- Comment Areas
 - States that include optional assets in TAMP (non-NHS infrastructure) should have flexibility in how those assets are integrated
 - Method of identifying how the TAMP influenced or led to projects in the STIP should be at the State's discretion
 - Concerns with timeline proposed for notifying States of non-compliance



MPO and RPA Implications

- To be determined
- Will need to discuss how the TAMP will be integrated into the metropolitan transportation planning process
- May implement similar process for RPAs as MPOs



Summary

- Proposed rule:
 - <https://www.federalregister.gov/articles/2015/02/20/2015-03167/asset-management-plan>
- Comments are due by April 21, 2015

